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Lighters and Steam Launches
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ILOILO, PHILIPPINE ISLANDS.

The Hongkong Telegraph.

ESTABLISHED 1881.

NEW SERIES NO. 1911. 日八初月七年七十二精光

WEDNESDAY AUGUST 21, 1901.

三井社 號一十月八英港香

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ORIENTAL AGENCY.
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DODWELL & CO., LIMITED,
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CAPITAL UNCALLED 6,000,000
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On Current Account at the rate of 2 per cent.
per Annum on the Daily Balance.
On fixed deposits for 12 months at 5 per cent.

6 " 4 "

3 " 3 "

TARO HODSUMI,
Manager.

Hongkong, 17th April, 1901. [11]

THE NATIONAL BANK OF CHINA,
LIMITED.

Authorised Capital £1,000,000

Paid up Capital £324,374

HEAD OFFICE:—HONGKONG.

Board of Directors:—
Chan Kit Shan, Esq. C. Evans, Esq.
Chow Tung Shang, Esq. J. T. Lauts, Esq.
Chief Manager: GEO. W. F. PLAYFAIR.

Interest for 12 months, Fixed 5 %
Hongkong, 20th December, 1899. [8]

IMPERIAL BANK OF CHINA.

ESTABLISHED BY IMPERIAL DECREE
OF THE 12TH NOVEMBER, 1896.

Shanghai Taels

SUBSCRIBED CAPITAL 5,000,000

PAID-UP CAPITAL 2,500,000

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HONGKONG BRANCH.
Advances made on approved securities.
Bills discounted.

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3 % per Annum Fixed Deposits for 3 months

6 "

12 "

E. W. RUTTER,
Manager.

Hongkong, 1st January, 1901. [14]

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AUSTRALIA AND CHINA.
INCORPORATED BY ROYAL CHARTER, 1853.
HEAD OFFICE:—LONDON.

CAPITAL PAID-UP £800,000
RESERVE LIABILITY OF SHARE-

HOLDERS £800,000
RESERVE FUND £575,000

INTEREST ALLOWED on CURRENT
ACCOUNT at the Rate of 2 per cent. per
Annum on the Daily Balances.

On Fixed Deposits for 12 months, 4 per cent.

6 " 3 "

3 " 2 "

T. H. WHITEHEAD,
Manager.

Hongkong, 9th July, 1901. [35]

HONGKONG AND SHANGHAI
BANKING CORPORATION.

PAID-UP CAPITAL \$10,000,000

RESERVE FUND \$10,000,000

Sterling Reserve \$13,750,000

Silver Reserve \$3,750,000

RESERVE LIABILITY OF PROPRIETORS \$10,000,000

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MANAGER:

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BANKING COMPANY, LIMITED.

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For 3 months, 2 1/2 per cent per Annum.

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T. JACKSON,

Chief Manager.

Hongkong, 17th August, 1901. [9]

HONGKONG SAVINGS BANK.

THE business of the above Bank is conducted

by the HONGKONG AND SHANGHAI
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INTEREST on deposits is allowed at 3 1/2 PER

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For the HONGKONG AND SHANGHAI
BANKING CORPORATION,

T. JACKSON,

Chief Manager.

Hongkong, 4th October, 1900. [10]

GREEN ISLAND CEMENT COMPANY,
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PORTLAND CEMENT.

£5.50 per Cask of 375 lbs. Net ex Factory.

£8.30 per Bag of 250 lbs.

SHEWAN, TOMES & CO.,

General Managers.

Hongkong, 1st June, 1901. [10]

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that tired feeling which life in the East pro-
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To be obtained at all Stores, Chemists and
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Japan. [287c]



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STRENGTH AND ENERGY.

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SOLE AGENTS IN
HONGKONG, CHINA, JAPAN, AND THE STRAITS SETTLEMENTS,
FOR THE
UNITED ASBESTOS CO., LTD., LONDON,
CONTRACTORS TO H.M. GOVERNMENT.

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ASBESTOS SALAMANDER BOILER COVERING COMPOSITION of the best qualities.

ESTIMATES given for every DESCRIPTION of WORK.

CHIEF SUPERINTENDENT:—THOMAS SKINNER.

SUPERINTENDENT:—ARCHIBALD RITCHIE.

DODWELL & CO., LIMITED, General Managers.

[17]

W. BREWER & Co.

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Sister Teresa, by George Moore	2.25	Charter Parties and Bills of Lading, by	1.75
Denver's Double, by Geo. Griffiths	2.25	Duckworth	1.75
Cinderella, by Crockett	2.25	Mackenzie Pipes	each \$1.00
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Gals' Gossip	2.25	PRAYER and HYMNS. New Editions.	
More Gals' Gossip	2.25	SALTHER'S RACQUET BATS.	

Hongkong, 20th August, 1901. [689c]

CALDBECK, MACGREGOR & Co.,
WINE AND SPIRIT MERCHANTS,

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Branches:

London, Glasgow, Shanghai, Hongkong, Singapore.

Agencies:

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Foochow, Taiwan Foo, Amoy, Swatow, Canton, Yokohama,

Kobe, The Philippines, Penang,

British North Borneo.

Hongkong, 20th August, 1901. [15]

JAPAN COALS.

THE MITSUI BUSSAN KAISHA
(OR MITSUI & CO.)

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Intimations.

WHAT TO DRINK!
AND THE TIME TO DRINK IT!

Before Breakfast.

CHAMPAGNE BITTERS
AND
CROWN SODA.

Before Tiffin.

CHAMPAGNE BITTERS
AND
SHERRY.

Before Dinner.

THE SAME.

At other times and at all times
Champagne Bitters and Whiskey is
good.

Stick to this advice and you'll
never know you have a liver.

WATKINS,
LIMITED.

Chemists and Aerated Water
Manufacturers.

Hongkong, 13th August, 1901.

Pronounced by Connoisseurs to
be the BEST BRAND in the FAR
EAST.

Per Dozen - \$15.00

The following Blends are also recom-
mended, and are unsurpassed
in quality:-

A.—THORNE'S BLEND	\$10.80
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THE HONGKONG DISPENSARY.

COTTAM & Co.
JUST ARRIVED.

THE FAVOURITE SUMMER COLLAR
1½ INCH "LEADER."
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Ladies' and Children's Hosiery, Gloves, Hats, Cloaks, Mantles, Vests,
Remnants, Toys, Dolls, Gentlemen's Hats,
Half-Hose and Gloves.

R. G. HECKFORD,
Manager.

782c]

OLD MATURED
JOHN WALKER WHISKEY,
FROM THE FAMOUS
KILMARNOCK DISTILLERY.
THE FAVOURITE WHISKY IN THE OLD COUNTRY.
ASK FOR IT!

Hongkong, 22nd July, 1901.

A. CHEE & Co.
17A, Queen's Road, Central.
ESTABLISHED 1850.

FURNITURE DEALERS:
IMPORTERS OF EUROPEAN GOODS OF ALL KINDS;

Silver Plated, Glass and China Wares, Iron Bedsteads and Mat-
tresses; Cutlery and Dinner Services; Cooking Ranges and Kitchen
Utensils, Aspinall's Enamels, &c. &c.

Our store is situated between the Principal Banking Institutions and
Hotels in Hongkong.

Hongkong, 25th July, 1901.

The Hongkong Telegraph

HONGKONG, WEDNESDAY, AUGUST 21, 1901.

NOTES AND COMMENTS.

To-day's Collapse.

The fact of another collapse having occurred to-day, and a fatal one at that, though luckily attended by the loss of only one life, naturally leads one to ask the question, when is this state of affairs coming to an end? The answer to this is not difficult: Houses will continue to collapse and lives will be lost until such time as a thorough inspection of the city is made and all dilapidated or jerry-built structures pulled down.

But one half of the town is jerry-built or unsafe, we are told, and what is to be done with the people who are turned out owing to the fact that their houses are unsafe? For them some sort of accommodation would have to be provided and it would cost money. Very true, but still we think that a few thousand dollars would be a very cheap price to pay for the prevention of another such disaster as that in Cochrane Street and the money ought to be found. Could not some means be found of making the landlord of a ruinous building responsible in some way for the housing of the evicted ones, if it could be shown that he had been aware of the dangerous state of his property?

Things are certainly in a bad state and too little supervision is exercised over the builders. Look at Lower Lascar Row, where, as pointed out elsewhere, relieving arches have been cut through to make doors. Plans for these alterations must have been sent in to the P.W.D., we presume, and, if so, how was it that the fact that these arches were proposed to be cut through was not noticed and permission for the alterations refused? And even if the matter did not come to light in the plans, it ought to have been seen long before the work had reached its present stage. There is something rotten somewhere and the matter ought to be looked into. What a crop of pertinent questions Mr. Whitehead will be able to have on hand shortly!

A German Colonial Army.

It is very evident that Germany is striking out as a colonial power and intends to push ahead along the new path she has chosen. During the last seventeen years her colonies have grown until she now possesses close upon 1,035,000 square miles of territory, all of which she has obtained in the above mentioned period. In Africa she possesses the Cameroons, German East Africa, German South-west Africa and Tongoland; in the Pacific, the Bismarck Archipelago, German New Guinea, the Marshall Archipelago, Samoa, part of the Solomon Islands, the Caroline Islands, the Marianne Islands and the Pelews; and in Asia, Kiaochau. These Colonies form a long list, but, with the exception of the African ones, they are not of very great importance. In fact with the exception of German New Guinea they are all composed of groups of small islands, mostly totally unfit for colonization by Europeans (as, indeed, is New Guinea) and from which very little benefit in the way of trade is to be expected.

It will thus be seen that Germany's most valuable possessions are her African colonies and her small settlement of Kiao-Chau, and it is probable to the latter, though so small in extent, that she looks for the greatest benefit, for Germany hopes to make of Kiao-Chau a German Hongkong which shall control the trade of the north of China. Others of course say that Kiao-Chau is poorly situated in being some distance removed from the mouths of the great waterways, but Germany hopes to overcome this drawback by the construction of railways and so draw off the trade from the rivers, which have, from time immemorial, been the routes of commerce.

As yet, however, Germany, as a colonizing or colonial power, is in her infancy, but she intends to push ahead and not only to foster her trade but to extend her possessions as much as possible. In order to accomplish this she has instituted heavy subsidies for her steamship lines which have, as we have all seen, grown at a prodigious pace under this system of Government irrigation, and, in order that her steamships may not be unprotected in time of war, she has commenced the construction of a navy which will not be shamed by those of other Powers. And her latest move is to be the formation of a colonial army, about as wise a step as any Power aiming at expansion could take.

But what sort of a colonial army is Germany about to form? That is the question. To us it appears that her colonial army will be colonial in name only, for it stands to reason that with her young colonies she cannot yet have a sufficiently large colonial breed German population to form even the nucleus of a cadet corps. This being the case it means that she is either about to form an army at home for service abroad or that she is going to draw upon her colonies for a native army. We fancy that the former will prove to be the method adopted, for the only natives under German rule who would be suitable for fighting men would be her Africans, and we very much doubt if she would care to use them for service in her Pacific and Asiatic possessions. Of course she might form a Chinese regiment at Kiao-Chau, but it would not be a colonial regiment in the true sense of the term. It would be simply a regiment of mercenaries and those aliens, for we very much doubt if Germany can count a hundred Chinamen either born or naturalized German subjects.

This project of a colonial army for Germany should awake our War Office to the needs of the British Empire. If a nation with so few foreign possessions feels the necessity of a colonial army for the protection of those possessions, how much more must Great Britain require a colonial force? We have, it is true, small forces in Canada and Australia, and even our Crown Colonies have their local volunteers, but what we think is really needed in our larger colonies

at least, is a colonial army sufficiently powerful to act on the defensive in time of trouble without having to draw so largely upon the mother country as would be at present necessary. How many of our colonies, we should like to know, could defend themselves in the event of a disaster to the Navy, cutting them off, as it would do, from all help from the mother country? This is a question that might well be pondered upon, particularly as Germany seems to have already grasped the fact that she must not be dependent upon her fleet alone for the protection of her colonial possessions.

ACCORDING to Consul Grether, at Frankfurt, in a report to the State Department, at Washington, an English engineer has worked out a plan to connect Alexandria, Egypt, directly with Shanghai, China, by railroad. The proposed road, which will be about 6,400 miles long, will have three divisions. The middle one of 3,125 miles already in existence.

A JAPANESE paper says that it was reported from Seoul on the 10th inst. that the Korean Government will withdraw the embargo on cereals as soon as the 100,000 koku of Ansan rice is imported by the Frenchman who contracted to supply the rice to the Government a few weeks ago.

At about half-past eleven this morning another collapse occurred, the roof and floors of

the kitchens of No. 21 Lower Lascar Row falling in. A gang of men, under Mr. Wolfe, was immediately sent to the scene of the disaster from the collapsed houses in Cochrane Street, and they started work at once on the debris which was blocking up the kitchen on the ground floor. From this, was extricated a Chinese bricklayer who, it is surmised, was at work in one of the upper kitchens when the collapse took place, fell through with the floors, was buried in the debris and smothered. He was quite dead when taken out and the body was sent to the Mortuary. It was that of a man of about forty years of age.

The lower kitchen, from which the body was taken was inhabited by an old woman and her two children. At the time of the collapse she was chatting with some neighbours in U Yam Lane, on which the kitchen fronts, and her two children were playing about near her, so that the three had a very lucky escape from what must have been certain death had they been in the room.

So far as is known, the cause of the collapse is to be found in the fact that the men engaged in making some alterations to the houses had piled up some three tons of building material (bricks, tiles and so-called mortar) in one of the upper kitchens, with the result that the floor collapsed and brought away the roof with it, gutting the whole of the back part of the premises. An examination of some of the beams taken out showed that the ends were badly eaten by white ants.

Whilst the subject of this collapse would

like to point out to the Authorities that it is ap-

parently the intention of the owner to put hang-

verandahs on this row of houses. To do

this it has been necessary to turn the windows

into doors, and we notice that those on the first

floor have been cut clean through the reliev-

ing arches above the shop fronts. Why, we should

like to know, was this allowed? Unless the

work is stopped immediately and the builder prevented from carrying out the job, we shall have another disaster similar to that

which has occurred in Cochrane Street, as soon

as these houses are completed and inhabited.

It looks to us too, as though preparations were being made for the addition of another storey, and if this is allowed in the present ruined

state of the building, the person responsible for

it should be made to live in one or other of the houses. It would be a quick way of preventing

further negligence and would save rope.

THE COCHRANE STREET COLLAPSE

Work still continues on the ruins in Cochrane

Street. Nearly the whole of No. 32 has now

been cleared, but it is impossible to get out

some large beams and pieces of flooring until

No. 34 has been cleared, for, as we pointed

out the other day, it is necessary to shift the

struts which hold up the surrounding walls the

whole time as the work goes on. A very good

impression has been made on No. 34 to-day,

and it looks as though a very few days more

will see the whole of the work of clearing the

debris completed.

We have heard several complaints at the

slowness with which the work has been car-

ried out, but we would remind critics that the

job has been both difficult and dangerous,

and that the Chinese employed in clearing

the rubbish have been exceedingly difficult

to control. They don't like the job and

shirk as much as possible, having to be

driven to work every time a body comes

to light. By far the greater part of the

work has been done by the Europeans them-

selves and every credit is due to them for

the way in which they have stuck to an un-

pleasant job. One of the European workers

told us to-day that he tasted purifying flesh

with his meals and dreamed of corpses all night,

and we don't wonder at it.</

HONGKONG HOTEL COMPANY.

The ordinary meeting of Shareholders in the above Company was held this morning at the Hotel. There was a very small attendance there being present—Messrs. Edward Osborne R. C. Wilcox, and W. Parfitt—(directors), also Messrs. W. Davis, W. A. Cruickshank, Ellis Kadoorie, W. D. Cradock, Ho Fook, Ho Kong Tong, Lo Cheung Shin, Chau Chah Nam, Ho U. Shang, Sang Kee, and Mr. Mooney, Secretary. The Secretary having read the notice convening the meeting.

The Chairman, Mr. E. Osborne, rising said—Gentlemen—with your permission, I will dispense with the reading of the Report. The profits for the past half year have more than fulfilled our expectations and we are able, after providing liberally for depreciation and repairs and after adding a substantial sum to Reserve, to recommend a dividend of 12 1/2% which we hope, will afford you satisfaction and should you approve our recommendations, the Reserve Fund will then stand at \$90,000. Besides this, however, a very substantial sum is represented by 12,124 feet of land on the Reclamation which though standing in the books at \$2,100 odd is, we consider, worth \$20 a foot or \$240,000 and at this valuation, although it does not appear so on the Accounts, you actually have a Reserve of over \$300,000, which, on a capital indebtedness of \$825,000, means that your finances are in a thoroughly sound and healthy condition. The question of utilising this land has occupied the attention of your Board for some time past and we intend shortly to submit definite proposals concerning it which, while not involving a large outlay, will enable us to retain possession of the land and at the same time earn a profitable return on its present market value. If there are any questions I shall be pleased to answer them.

There being no questions, the Chairman proposed the report should be adopted. Mr. W. Davis said he had much pleasure in seconding the motion. We considered the Directors were to be congratulated on the eminently satisfactory statement they were enabled by their exertions on the Company's behalf to put before the shareholders. Carried unanimously.

The Chairman.—The next business is the election of a Director. Mr. R. C. Wilcox, retiring by effluxion of time is re-eligible. Proposed by Mr. Ho Fook, seconded by Mr. Ellis Kadoorie that Mr. R. C. Wilcox be re-elected to the board. Carried unanimously.

The Chairman.—The only remaining matter, Gentlemen, is the election of Auditors. The retiring-auditors, Messrs. W. H. Potts and W. H. Gaskell offered themselves for re-election.

Mr. W. Davis asked the Chairman if Mr. Gaskell was eligible. He (Mr. Gaskell) was submitting himself as a Director in the new Craigieburn Hotel Company, and if elected as Auditor to the Hongkong Hotel Company would necessarily come into knowledge of many things of importance to the new concern.

Mr. E. Osborne said.—The directors had taken notice of this and had written to Mr. Gaskell on the subject. Mr. Gaskell had replied in writing to the effect that he intended to offer himself as a Director in the new concern. This was one of the matters that the Directors preferred to leave to the shareholders, if they would consult amongst themselves, he would only be too happy to put the result to the meeting.

Mr. W. Davis, having conferred with some members of the Company, proposed that Mr. W. H. Potts and Mr. Fullerton Henderson be elected Auditors. This was seconded by Mr. Cruickshank and carried unanimously.

The Chairman thanked the members for their attendance, saying the warrants would be ready to-morrow morning if they would call and get them.

A REFLECTION.

A correspondent writes—

The meeting of shareholders in the Hongkong Hotel Company this morning was instructive in many ways. Firstly, the complacency the report of the most successful half-year yet presented was met with. Each shareholder seemed to have a sigh of satisfaction with an inward consciousness of having richly deserved that fat dividend. Then the faith evidently reposed in the actions of the Directors, the faith even of a little child, for they can do no wrong, and truly the record is a great one, \$125,101 net on six months working. A Company of \$25,000 paid up capital having a reserve fund of \$300,000. Ye Gods, what a position to be in. No wonder they can afford to pay the mammoth dividends as announced, to day and, shame to them, they do not reward the men who have made this return possible. Even as the strength of a chain is that of its weakest part, so all the efforts of the best set of Directors in the world would be futile if not ably seconded by the exertions of the those selected to carry out their instructions. Each of the large and rich Companies of Hongkong provide a bonus for their officers, with the exception of the Hongkong Hotel Company. It is not all the Directors, but, although they might suggest it to the shareholders, and having these individuals in such good training, no doubt a proposition to that effect, would be carried. It is the shareholders, who quietly sit back and pocket their increment; that the suggestion should come from. Out of their plenty give their mite to the men who have helped to such a large extent to make the success of their business. Or is it that living so long in China they are saturated with the policy of "square." Not content with squaring their customers they must put their employee's in the press. True, the Chinese boys get a bonus of a month's salary at their annual holiday, but the Europeans receive not one cent. Reward the "boy" for doing what he is made to do, for not stealing because he is watched, for not leaving at short notice, because he would lose the wages kept in reserve, for being attentive for fear of being fined, but nothing to the men who, by tireless watchfulness and attention to duty, have made this state of things possible. Break a flower vase if you like, but be careful to treat the God of Hongkong, the BOY with all humility.

WATER POLO.

V. R. C. "C" team will play V. R. C. "A" team in the semi-final of the Hongkong Water-Polo Challenge Shield competition to-morrow at the V. R. C. Kowloon, at 5.45 p.m. sharp.

Ladies are cordially invited by the Committee.

The following are the teams—

V. R. C. "C" TEAM, (WHITE CAPS).
Goal.—F. D. Bain.
Backs.—R. Lapsley, C. L. A. Hance.
Half-back.—Frank Jorge.
Forwards.—A. Humphreys, A. E. Alves (Capt.), N. H. Alves.
V. R. C. "A" TEAM, (RED CAPS).
Goal.—A. J. Mackie.
Backs.—A. Loureiro, H. A. Lammer.
Half-back.—A. A. Alves (Capt.).
Forwards.—H. S. Kennet, E. K. Tata, C. M. Alves.
Referee.—U. Morris, R.A.
Time-keeper.—F. W. White.

PLACES AT THE KOWLOON HOTEL.

THE PLAGUE.

Matters at one time looked serious last evening at the Kowloon Hotel. About 15 American sailors were in the main bar in a "more or less" condition when some discussion arose about the payment for drinks. Two employees of the Dock Company were present and they, being Britishers, were fearfully mauled, knocked, and kicked about before quiet was restored. Fortunately for the blackguards (fifteen of them who would set on two men) there were no police about, otherwise there would have been a very pretty case at the Police Court this morning. We are informed the fight was not confined to fists—but glasses, table tops and legs of chairs were used in true American fashion.

THE SEA SERPENT.

We hear that the sea serpent has been seen near Macao. While the Customs cruiser *Kingsley* was off one of the small islands to the south of Macao on Sunday last, the sea serpent was sighted some little distance away. It was at first taken for a large coil of rope and a boat was put out in charge of Mr. Custer; as the craft approached the reptile rose in the water to a height of about fifteen feet and attacked the boat, biting one of the oars. The crew were so taken a back that they never thought of firing on the beast, which made off. The length of the monster is estimated at fifty feet and it had what appeared to be a kind of horn or series of horns on its head in the form of a coronet. The reptile was seen by several people from the Customs cruiser, who are all convinced that it was a veritable sea serpent, whatever the sceptical may say.

CORRESPONDENCE.

We do not necessarily endorse the opinions expressed by Correspondents in this column.

BUILDINGS INSPECTION.

To the Editor of the "HONGKONG TELEGRAPH."

SIR, I notice a paragraph in the morning paper commenting on a decision in the Police Court, whereby a Chinaman was mulcted in a fine of \$100 for not having his plans of alterations passed by the P. W. D. before starting building. Mention is made of it wanting the loss of fifty lives to wake up the officials. This, sir, is manifestly unjust. The officials cannot be blamed for these things happening, it is the fault of the mean, cheese-eating policy of the Government in having only one Inspector for the whole of Hongkong.

How can Mr. Crisp possibly inspect the whole of a town of this size, and that is practically what it amounts to? Why do not the authorities have a staff of men, practical experts, pay them well, for there would be responsible work, and set about a proper look see into the general state of things?

I warrant if the men were just, whole rows of verandahs would have to come down, top stories taken off and walls pulled down and rebuilt. Goodness knows rents are high enough to guarantee safety at that least, but at present the landlord has the tenant body and soul by first reducing him to a state of poverty and then dropping a roof on him.

I am, Sir,

Yours truly,

Hongkong, August 21st, 1901.

AT THE MAGISTRACY.

UNLAWFUL ANCHORING.

L. S. Grant took hand in the unlawfully anchoring lottery this morning. Six Chinamen were charged and convicted and fined \$500 or fourteen days.

STEALING.

Chung Wan was charged with stealing a piece of camphor wood, the property of one An Woh, a carpenter. The defendant said he was sleeping in the carpenter's mashed and some men sold him the wood for 10 cts. Mr. Kemp gave the prisoner the benefit of the doubt, also six weeks' hard labour.

ROGUES AND VAGABONDS.

P. S. A. Gordon charged four foreign looking Chinese with being rogues and vagabonds. They were each sent to gaol for fourteen days. With gird chow, regular habits, and a roof over their heads they should be in good fettle at the end of fourteen days, to continue their living by stealing with renewed energy.

STEALING.

Chung Wan was charged with stealing a piece of camphor wood, the property of one An Woh, a carpenter. The defendant said he was sleeping in the carpenter's mashed and some men sold him the wood for 10 cts. Mr. Kemp gave the prisoner the benefit of the doubt, also six weeks' hard labour.

OPIUM CASE.

Chen Tip and Li Sam Po were each fined \$100 or two months' hard labour for being in illegal possession of opium. They went to prison.

DRUNK AND INCAPABLE.

P. C. Clemson took charge of Haden Dadson because he could not take charge of himself. \$2 or eight days.

LUCKY IN FINDING THINGS.

Shek Chuck told his Worship this morning he saw some sugar in the street and picked it up. He was not charged with removing an obstruction, but with stealing 15 catties of sugar, the property of the Wo On Godown. Fourteen days' hard labour.

SANITARY BOARD.

A meeting of the Sanitary Board will be held to-morrow, the 22nd August, at 4.15 p.m.

ORDERS OF THE DAY.

1. Correspondence relative to the depth of buildings.

2. Statement furnished in reply to Mr. Osborne's question relative to additional markets, latrines and urinals.

3. Correspondence relative to the closing of the well at the back of the market, Hung-hom.

4. Approval of a compensation allowance for Mrs. Cruz.

5. Reply from Government to Sanitary Board letter No. 106, dated 15th June, 1901, relative to the provision for certain Sanitary Works, in the 1902 Estimates.

6. A letter from the Honourable Director of Public Works notifying the erection of a latrine at Yaumati.

7. A letter from Mr. Osborne having reference to the memorandum on the Petition dated the 25th June, 1901.

AGENDA.

1. Results of experiments with the Virus Contagiosus of Professor Danysz.

2. Minute by the Medical Officer of Health on the alleged overcrowding in Sheng Fung Lane.

3. Reply from Bishop Pizzoli to C.S.O. letter No. 1801, relative to the removal of the bodies of children dying in the Convents within one month, of admission for post mortem examination.

4. Plans of two public latrines—

(a) One of 40 seats on the west side of Gillies Avenue, Hung-hom.

(b) One of 40 seats at the intersection of Market and Kennedy Streets, Yaumati.

5. Correspondence relative to the erection of two urinals—one neathe Canton and Macao Steam-boat Wharf and one near the old Nam Pak Hong Pier.

6. Lime-washing. Return for the fortnight ended August 19th, 1901.

THE GOOD TIME COMING.

Number of cases reported Chinese.....1,537 up till noon of the 20th Other Asiatics 51 August, 1901 Europeans.....30 Number of cases reported Chinese.....1,537 during the past 24 hours Other Asiatics 0 Europeans.....0 Total number of cases reported to date 1,618

Number of deaths reported Chinese.....1,503 up till noon of the 20th Other Asiatics 51 August, 1901 Europeans.....41 Number of deaths reported Chinese.....1,503 during the past 24 hours Other Asiatics 0 Europeans.....0

"I sing and cosy here, and I like the sparrows' cheer."

"Dear simple little Sparrow-in-the-Dark! Ce n'est que le premier pas qui conte, and your Governor's a brute."

"Gentle sparrow, why this kick and why this squirm?"

And the nest begins to rock, and it's quite a nasty shock,

And the branch below feels anything but firm.

"I have basked for quite a while in my Foster Mother's smile."

"Confound it!" said the Teuton 'mid his wares.

"And she always has supplied dainty bits for which I've cried."

"(Oh 'was climbing up the 'Golden Stairs) "And my sparrow Foster-Mother fed my Anglo-Saxon brother,

With a 'fairness' whereof *had* to bear the brunt;

Fed and found me like a son, like she did the other one,

But now methinks I see a change of front."

"Teutons, tremble for the loot, (Ce n'est que le premier pas qui conte)

"That's the word that keeps on ringing in my ear.

What is this that is designed? Are our friends no longer blind?

Say have we not the gravest ground for fear?

And the profits of the past—Can it be they will not last?

"(Oh the wholesome British Dollars, how they chink!)

And as to what's in store for Free Trade in Singapore,

we did not interfere in their internal administration. But with Tibet it is different.

We appoint Ambassadors, whom the Grand Lamas look up to as their superiors. Hence the proof of our superiority is complete. Such subject states have no power to send embassies to foreign lands, and establish diplomatic relations with them. Now the Russian Emperor has received the Lamas with all the honours due to such aliens as alienated unto others.

The Lamas only sent us a nominal tribute and we did not interfere in their internal administration. But with Tibet it is different.

We appoint Ambassadors, whom the Grand Lamas look up to as their superiors. Hence the proof of our superiority is complete. Such subject states have no power to send embassies to foreign lands, and establish diplomatic relations with them. Now the Russian Emperor has received the Lamas with all the honours due to such aliens as alienated unto others.

Russia is a thing wherein I hardly like to think."

On the end of freedom's days loometh through the future's haze,

"Pray for it" said the Sparrow, 'neath his breath)

And there's quite an ugly smile on the erstwhile Cuckoo-phile.

(Quoth the Sparrow—"Tis a harbinger of death!

When the glorious powers that be think a trifle more of me,

You'll cease to grab the choicest of the grain,

With a poll-tax on your head, you will mourn the life you led."

Oh! I look towards you, Mr. Chamberlain!"

JOSS CHINCHINJOSS, in the Singapore Free Press.

FRONT PAGE OF THE SINGAPORE FREE PRESS.

THE YUNNAN RAILWAY.

The colonial expansion party in Tonquin with delight M. Doumer's success in floated the Yunnan railway scheme. They do not disguise the fact that it has a political aim, far out-weighing the commercial considerations arising from the productiveness of the province and trading instincts of the people. They boast that the construction of the railway will remove every danger of Britain gaining preponderating influence in Yunnan. M. Doumer expects to carry out his plans within the next eight months, and then to return to France. A pessimist in

Tonquin throws cold water on the scheme by pointing out it is only low traffic rates that will draw to the railway the extensive trade which now passes down the Red River from Yunnan to the seaboard. But low rates will destroy the chance of running the line at a profit.

OVER TAXATION.

M. Doumer has striven hard to raise the revenue by laying heavier taxes, to the dissatisfaction of the people. The Chinese are of late emigrating in larger numbers from Saigon owing to this. Formerly they used to flock thither in the sure and certain hope of soon making a pile of dollars with which to return to China. But now the taxes are so burdensome at Saigon that it is, hard for Chinese to accumulate

Mails.

NIPPON YUSEN KAISHA.

(THE JAPAN MAIL STEAMSHIP COMPANY).



PROJECTED SAILINGS FROM HONGKONG.—SUBJECT TO ALTERATION.

STEAMERS.	DESTINATIONS.	SAILING DATES.
KAWACHI MARU	{ MARSEILLE, LONDON & ANT- J. S. Thompson.....{ VWERP, VIA SINGAPORE, PENANG, COLOMBO and PORT SAID	FRIDAY, 23rd August, at Daylight.
ROSETTA MARU	{ NAGASAKI, KOBE and YOKO- N. Tate.....{ HAMA	FRIDAY, 23rd August, at Noon.
KASUGA MARU.....	{ SYDNEY and MELBOURNE, VIA H. Fraser.....{ MANILA, THURSDAY ISLAND, TOWNSVILLE and BRISBANE	FRIDAY, 23rd August, at 4 P.M.
HAKATA MARU	{ KOBE and YOKOHAMA	FRIDAY, 30th August, at Daylight.
KAGA MARU*	{ VICTORIA, B.C. and SEATTLE, J. W. Eksstrand.....{ U.S.A., VIA SHANGHAI, MOJI, KOBE and YOKOHAMA	MONDAY, 2nd Sept., at 4 P.M.

* Through Passenger Tickets and Bills of Lading issued for the Principal Cities in the United States, Canada and Europe, in connection with the GREAT NORTHERN RAILWAY and Atlantic Steamers.

For further Information as to Freight, Passage, Sailings, &c., apply at the Company's Local Branch Office at Prince's Building, 1st Floor, Chater Road.

A. S. MIHARA,
Manager.

Hongkong, 9th August, 1901.

TOYO KISEN KAISHA. NORTHERN PACIFIC STEAMSHIP COMPANY.

TO SAN FRANCISCO, VIA INLAND SEA OF JAPAN AND HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.

VIA SHANGHAI, INLAND SEA OF JAPAN, KOBE AND YOKOHAMA.

FOR VICTORIA, B.C., AND TACOMA,

IN CONNECTION WITH NORTHERN PACIFIC RAILWAY CO.

Steamers. Tons Captains Proposed Sailings.

Braemar 3,601 W. Watt Aug. 27

Duke of York 3,821 J. S. Cox Sept. 10

Olympia 2,337 J. Truebridge Oct. 1

THE attention of Passengers is directed to the very cheap rates offered by this Line to the PACIFIC COAST and to the INTERIOR and EASTERN CITIES of the UNITED STATES and to EUROPE.

HONGKONG TO LONDON £52.

Excellent accommodation. First-class Table. DOCTOR and STEWARDESSE carried.

Passengers to EUROPE may proceed by one of the first class ATLANTIC MAIL LINES.

HONGKONG TO NEW YORK £48.

The Railroad travelling is second to none on the American Continent; two trans-continental trains daily from TACOMA. DINING CAR is attached to trans-continental trains day and night; TACOMA to NEW YORK in 4 days. Magnificent Scenery of the ROCKY and CASCADE MOUNTAINS. The YELLOWSTONE NATIONAL PARK route.

HONGKONG TO VICTORIA, TACOMA £35.

The best route to the KLONDYKE GOLD FIELDS. Frequent Sailings from VICTORIA, TACOMA to DYEA and ST. MICHAEL.

Rates of Passage to other Points on application.

Special rates allowed to members of Government Services.

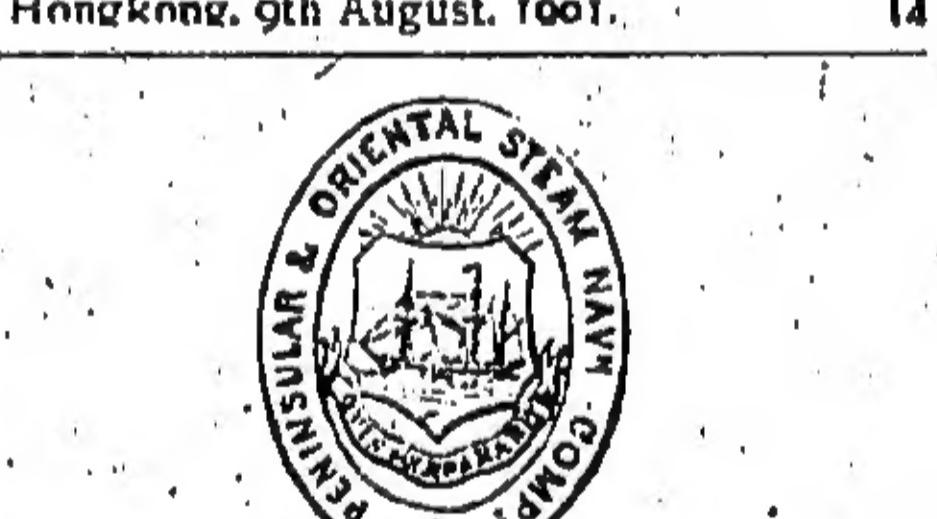
For further Information as to Passage or Freight, apply to

DODWELL & Co., LIMITED,

General Agents.

Hongkong, 9th August, 1901.

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THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

STEAM FOR STRAITS, CEYLON, AUSTRALIA, INDIA, ADEN, EGYPT, MEDITERRANEAN PORTS, PLYMOUTH AND LONDON.

Through Bills of Lading issued for BATAVIA, PERSIAN GULF, CONTINENTAL and AMERICAN PORTS.

THE Steamship

MASSILIA.

Captain G. M. Montford, R.N.R., carrying His Majesty's Mails, will be despatched from this for HOMBAK, on SATURDAY, the 31st instant, at Noon, taking Passengers and Cargo for the above Ports.

Silk and Valuables, all Cargo for France, and Tea for London (under arrangement) will be transhipped at Colombo into a steamer proceeding direct to Marseilles and London; other Cargo for London, &c., will be conveyed via Bombay with Transhipment.

Parcels will be received at this Office until 4 P.M. the day previous to sailing. The Contents and Value of all Packages are required.

Shippers are particularly requested to note the terms and conditions of the Company's Bills of Lading.

For further Particulars, apply to

H. A. RITCHIE,

Superintendent.

Hongkong, 17th August, 1901.

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REGULAR STEAMSHIP SERVICE TO NEW YORK, VIA PORTS AND SUEZ CANAL.

PROPOSED SAILINGS FROM HONGKONG.

HEATHBURN, about 22nd Aug.

JUPITER, 4th Sept.

MOGUL, 21st Sept.

KURDISTAN, 12th Oct.

SATSUMA

LENOX

For further Particulars, apply to

DODWELL & Co., LIMITED,

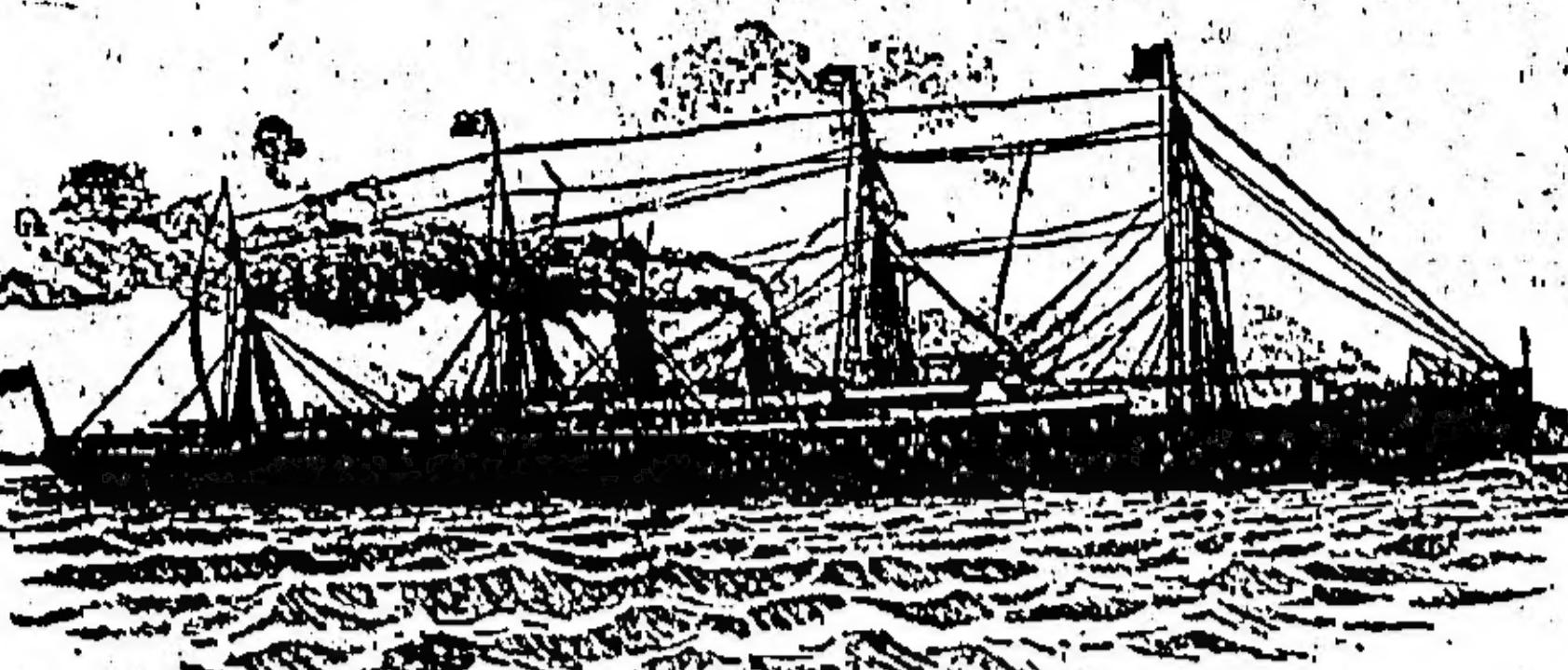
Agents.

Hongkong, 20th August, 1901.

145

Mails.

U.S. MAIL LINES.



PACIFIC MAIL S.S. CO., OCCIDENTAL & ORIENTAL S.S. CO.

TAKING CARGO AND PASSENGERS TO JAPAN, THE UNITED STATES, MEXICO, CENTRAL AND SOUTH AMERICA AND EUROPE.

PROPOSED SAILINGS FROM HONGKONG.

"PERU" SATURDAY, 31st August, at Noon.

"COPIC" TUESDAY, 10th September, at Noon.

"CITY OF PEKING" TUESDAY, 24th September, at Noon.

"GAELIC" WEDNESDAY, 25th October, at Noon.

"CHINA" SATURDAY, 19th October, at Noon.

"DORIO" TUESDAY, 29th October, at Noon.

THE P. M. Company's Steamship "PERU" will be despatched for SAN FRANCISCO, via SHANGHAI, NAGASAKI, INLAND SEA, KOBE, YOKOHAMA and HONOLULU, on SATURDAY, the 31st instant, at Noon, taking Freight for Japan, the United States, and Europe. Passengers are allowed to break their journey at any point en route.

Through Passage Tickets granted to England, France and Germany by all trans-Atlantic lines of Steamers, and to the principal cities of the United States or Canada.

Passengers holding through ORDERS TO EUROPE have the choice of the Overland Rail Routes from San Francisco, including the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and NORTHERN PACIFIC RAILWAY; also the CANADIAN PACIFIC RAILWAY on payment of £4 in addition to the regular tariff rate.

Passengers holding Orders for OVERLAND CITIES in the United States have between SAN FRANCISCO and CHICAGO, the option of the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and other direct connecting Railways, and from Chicago to destination the choice of direct lines.

Special rates (First-class only) to European Points, are granted to Missionaries, Members of the Naval, Military, Diplomatic and Consular Services, and European Civil Service Officials located in Asia, and to European Officials in the Service of the Governments of China and Japan.

TO UNITED STATES and CANADIAN POINTS, Special rates (first class only) are confined and will apply only to Missionaries, Members of the Naval and Military Services, and to Consular and Diplomatic Officials of the Governments of China and Japan.

Return Passage.—Reduction will be made to passengers who do not hold return tickets, making the return journey between ports in the Orient and Honolulu or beyond, within twelve months.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Inland Cities of the United States, via Overland Railway, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Companies' connecting Steamers.

Freight will be received at board until 4 P.M. the day previous to sailing. Parcel Packages will be received at the Office until 5 P.M. same day; all Parcel Packages should be marked to address in full; value of same is required.

Consular Invoices to accompany each shipment of Cargo or parcel (valued at \$100. Gold or over) destined to Points beyond San Francisco, in the United States, should be sent to the Companies' Office addressed to the Collector of Customs at San Francisco.

Merchant's Invoice will be sufficient for cargo or parcel (each shipment) when the value is less than \$100. U.S. Gold.

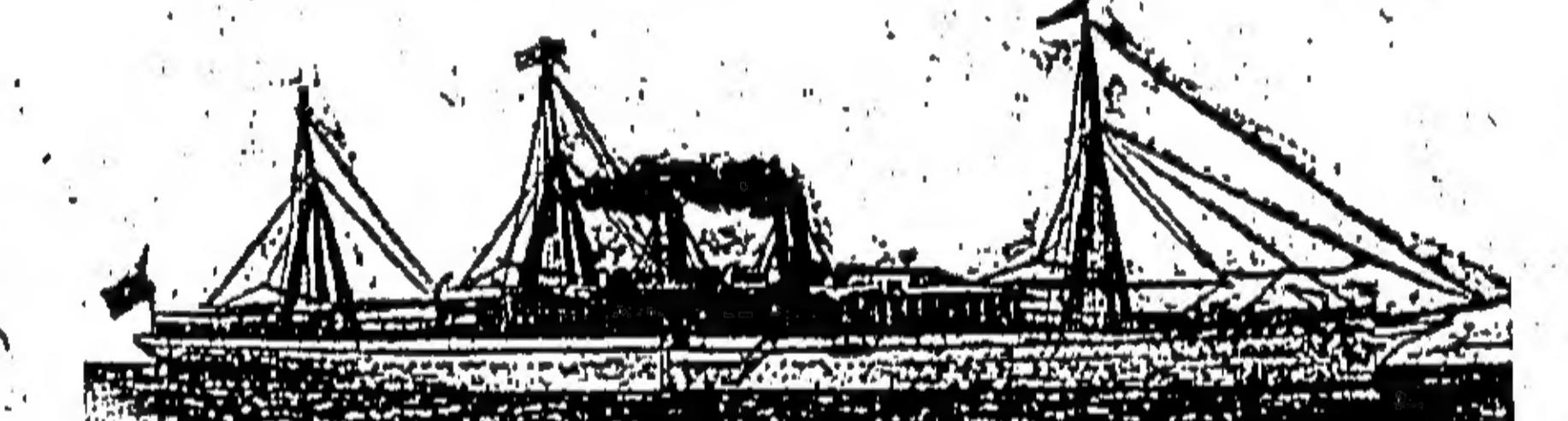
For further Information as to Passage and Freight, apply to the Agency of the Companies, Queen's Building.

GEORGE ECKLEY,
Acting Agent.

Hongkong, 15th August, 1901.

17

CANADIAN PACIFIC RAILWAY COY'S ROYAL MAIL STEAMSHIP LINE.



SAFETY SPEED PUNCTUALITY.

THE FAST ROUTE BETWEEN CHINA, JAPAN AND EUROPE, VIA CANADA AND THE UNITED STATES.

(CALLING AT SHANGHAI, NAGASAKI, KOBE, YOKOHAMA & VICTORIA, B.C.)

Twin Screw Steamships—6,000 Tons—10,000 Horse Power—Speed 19 Knots.

PROPOSED SAILINGS FROM HONGKONG.

EMPERESS OF INDIA ...Comdr. O. P. Marshall, R.N.R...WEDNESDAY, 28th August.

EMPERESS OF JAPAN...Comdr. H. Pybus, R.N.R....WEDNESDAY, 25th September.

EMPERESS OF CHINA...Comdr. R. Archibald, R.N.R...WEDNESDAY, 23rd October.

THE magnificent Twin-screw Steamship of this Line pass through the famous INLAND SEA OF JAPAN, and usually make the voyage YOKOHAMA TO VANCOUVER (B.C.) in 12 DAYS, saving THREE DAYS to a WEEK in the Trans-Pacific journey, and make connection at Vancouver with the PALATIAL TRANS CONTINENTAL TRAINS of the CANADIAN PACIFIC RAILWAY which leave daily, and cross the Continent FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE. Close connection is made at Montreal, Quebec, Halifax, New York and Boston with all Trans-Atlantic Lines, which passengers to Great Britain and the Continent are given choice of.

Passengers Booked through to all principal points and AROUND THE WORLD.

Return tickets to various points at reduced rates, Good for 4, 6, 9 and 12 months.

SPECIAL RATES (First class only) granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services, and to European Officials in the Service of China and Japan Governments.

The attractive features of the Company's route embrace its PALATIAL STEAMSHIPS, (second to none in the World); the LUXURIA OF ITS TRANS-CONTINENTAL TRAINS (the Company having received the highest award for same at recent Chicago World's Exhibition), and the diversity of MAGNIFICENT MOUNTAIN AND LAKE SCENERY through which the Railway passes.

THE DINING CARS and MOUNTAIN HOTELS of this route are owned and operated by the Company, and their appointment and Cuisine are unexcelled.

For further information, Maps, Guide Books, Rates of Passage, &c., apply to

D. E. BROWN, General Agent, Pedder's Street.

Hongkong, 7th August, 1901.

13

HAMBURG-AMERIKA LINIE.

NORDDEUTSCHER LLOYD.

OSTASIATISCHER FRACHTDAMPFER DIENST.

(Taking Cargos at through Rates to ANTWERP, AMSTERDAM, ROTTERDAM, COPENHAGEN, LISBON, OPORTO, LONDON, LIVERPOOL, GLASGOW, TRIESTE, GENOA, PORTS IN THE LEVANTINE; BLACK SEA and BALTIC PORTS; NORTH and SOUTH AMERICAN PORTS).

PROPOSED SAILINGS FROM HONGKONG.

SUBJECT TO ALTERATION.

STEAMERS DESTINATIONS SAILING DATES.

ALEXANDRIA HAVER and HAMBURG. 27th Aug. Freight.

Roeden (Calling at SINGAPORE and PENANG). Freight and Passengers.

SIHRIA HAVER and HAMBURG. 10th Sept. Passengers.

Ponelius (Calling at SINGAPORE and COLOMBO). HAVER and HAMBURG. 21st Sept. Freight.

ANDALUSIA HAVER and HAMBURG. 5th October. Freight.

Ehlers (Calling at SINGAPORE and PENANG). HAVER and HAMBURG. 13th Oct. Freight.

ARABIA HAVER and HAMBURG. NEW YORK, VIA SUEZ CANAL. 5th October. Freight.

ARAGONIA NEW YORK, VIA SUEZ CANAL. End of August or beginning September. Freight.

For further Particulars, apply to HAMBURG-AMERIKA LINIE, HONGKONG OFFICE.

No. 1 Queen's Building.

Hongkong, 7th August, 1901.

14

(14)

Mails.

Shipping Steamers.

CHINA NAVIGATION COMPANY, LIMITED.

FOR STEAMERS TO SAIL.

STEAMERS	TO SAIL
"WOOSUNG"	22nd instant.
"CHANGSHA"	30th instant.

THE HONGKONG TELEGRAPH, WEDNESDAY, AUGUST 21, 1901.

THE DEATH OF MRS. KRUGER.

[VIA SEATTLE, MAIL.]

LONDON, July 21st.
"Owing in the Sunday telegraph hours in Holland" says a despatch from Hilversum, "Mr. Kruger was not informed of his wife's death until the evening. The news was broken to him by Dr. Heymans and Secretary Boeckhoven. Mr. Kruger, who had just returned from church, burst into tears, and asked to be left alone. He exclaimed:

"She was a good wife. We quarreled only once, and that was six months after we were married! He prayed for a long time, and is now calmly sleeping, his Bible beside his bed."

The Transvaal and Orange Free State flags flying above the white villa were draped and half-masted. Shortly before the news came a crowd of country girls had been singing a folksong outside the villa."

LONDON, July 22nd.

All the morning papers publish kindly editorials concerning the death of Mr. Kruger and express sympathy with Mr. Kruger. The Times begins thus:

"The English people will feel genuine sympathy with the aged ex-President in his severe domestic bereavement which has befallen him." This is followed by an eulogy of Mrs. Kruger.

PRETORIA, July 22nd.

Mrs. Kruger's long separation from her husband, combined with the death of her favourite daughter, Mrs. Smith, last week, had completely broken her spirit.

Mr. Elsöf and many other members of the Kruger family were at her bedside, when she passed away.

IN BERMUDA.

INTERESTING STORY OF THE BERMUDA PRISONERS.

HAMILTON, Bermuda, 6 July.
The proposal to establish here a camp for the detention of prisoners of war from South Africa suggested to the public mind two possible sources of danger: the introduction of bubonic plague and a possible outbreak of disease as the result of confining a large number of men within a limited area, in a hot climate, in a locality where the sanitary and other arrangements for the accommodation of the prisoners would necessarily be far from perfect.

The Armenian arrived in Grassy Bay on 28 June—one month after leaving Cape Town. While the prisoners were awaiting disembarkation scores of boats filled with passengers from the shore were in Great Sound. The prisoners appeared to enjoy being stared at, entered into conversation with the people in the boats, and threw souvenirs to them. These souvenirs consisted of toys and other articles which had been made by the men on the passage, nearly every one of the articles being adorned with Mr. Kruger's portrait.

CAMP LIFE.
The camp where the prisoners are confined is on Darrells Island and Burts Island, in the Great Sound. The former contains 21 acres and the latter nearly eight acres. On these islands bell-tents have been pitched, each tent being nicely floored with planking. The men are well satisfied with their quarters, one of them stating that Bermuda is the best place that they have been in since they have been taken prisoners of war.

After their long confinement on board ship the prisoners were delighted to get ashore, and before they had been on the island five minutes scores of them were bathing in the clear, cool, limpid waters of the Sound and shouting and capering like boys on a holiday.

For a time, no doubt, bathing, fishing and gardening will afford them ample means of recreation, and in the meantime, the ladies and gentlemen of Bermuda have formed an association, under the patronage of Sir George Barker, to provide recreation for the men.

AN ALARM.

The islands in a certain area of the surrounding sea, which are situated under martial law, i.e., ships *Ariadne* and *Medina* have been commissioned and detailed to guard the prescribed area. Already several boats caught trespassing within the area have been fired upon and the occupants of one boat were arrested.

An occurrence took place two nights ago which demonstrates the vigilance of the men on duty to board the guard ships. Mrs. Bradley, the proprietress of the Windsor and the lessee of the Isle of Wight in Harbour, gave a party on the island. Late in the evening there was a fine display of fire-works. In one of the intervals between the discharges of rockets some-coloured fires were lighted, and by a strange coincidence the sequence of colours displayed was such as to lead the officer in charge of the guardships to believe that an alarm signal was being given.

Answering signals were made, immediately afterwards electric light signals began to flash, and within three-quarters of an hour three naval cutters filled with armed men, with Maxim guns and ammunition, arrived at the Isle of Wight, and the warrant officer in charge waited upon Mrs. Bradley to inquire the cause of the alarm. The contempts occasioned much amusement.—Reuter.

NAVAL ENGINEERS.

DEPUTATION ON THEIR GRIEVANCES TO THE FIRST LORD.

On the 16th July, says the Morning Leader, the Earl of Selborne received an influential deputation of Members of Parliament and others interested in the efficiency of engineers officers of the Fleet.

Among those present were Mr. C. H. Wilson, M.P., Mr. John Burns, M.P., Mr. William Allan, M.P., Sir J. R. Colombe, M.P., Sir E. Durning Lawrence, M.P., Mr. Lonsdale, M.P., Mr. Platt Higgins, M.P., Col. Denby, M.P., Sir W. Hart Dyke, M.P., Sir J. Willcox, M.P., and others.

Sir F. Flannery, M.P., in introducing the deputation, said they desired to point out certain improvements which were necessary in the condition of naval engineers. It was common knowledge that the number of engineer officers was too small, and upon that the whole gravamen of the question turned. He urged that engineers should be granted the rank and executive control and the honorable position as officers which their service and utility demanded.

The discipline of the engine-room and the stokerhole might be enormously improved, for while there was entire loyalty among engineers there was an amount of quiet discontent at the present condition of things which reflected unfavorably upon recruiting.

Mr. William Allan, M.P., said they were face to face with the fact that their ships were under-engineered and under-stokered.

Lord Selborne, in reply, remarked that everything that had been said would be carefully noted and considered. He could not allow the suggestion to pass unnoticed that the engineering branch of the navy did not fulfil its important functions, nor could he admit that there was anything wrong with the discipline in the engine-room or stokerroom.

He also did not admit that they could not get the number of men they asked Parliament for. The suggestion, that the engineering branch should be represented on the Board of Admiralty, was made under a misconception.

The board was not a collection of the heads of the departments, but was the Lord High Admiral in Commission, and might be compared to the Secretary of State for War and the Commander-in-Chief rolled into one.

UNCLAIMED LETTERS AT THE POST OFFICE.

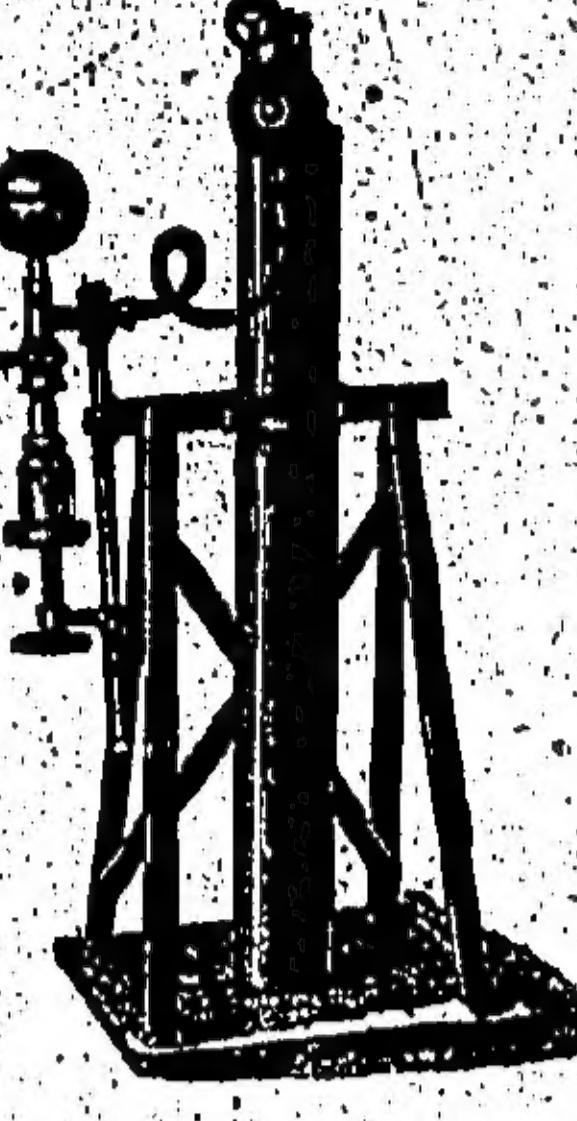
Letters for the following persons lie unclaimed at the Post Office:

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Atkinson, Miss I. Miller, R. E.
Angus, W. Meurice, M. F.
Alexander, M. R. Meusey, R. J.
Anderson, W. H. McLean, A. E.
Aheren, J. Miller, O. H.
Ainslie, Mrs. Marshall, C. W.
Barton, Miss A. C. Merchant Despatch & Transportation Co.
Bishoff, W. C. Mills, S.
Bauvard, Miss F. Mills, T.
Brett, Mr. Mitchell, W.
Bender, H. Mundie
Bowles, Mr. & Mrs. Munro
J. H. Paipang, W.
Bratcer, Hy. Mills, S. C.
Burke, Rev. P. G. Mitchell, W.
Burrell, L. W. McIntosh, J.
Babonneau, M. McAlister, J.
Baldwood Bonrowale, F. Mills, F.
Brown, A. J. D. Niven, L.
Bonine, R. K. Norris, J. B.
Brownie, E. Oswin, A.
Crummer, R. D. Oviedo, F.
Carlton, L. G. Oliver, The Hon.
Carols, A. Ozorio, S. E.
Cushing, G. B. Palmer, W. B.
Chinachiole, G. N. Painter, Rev. T. W.
Christholm, J. I. Palmer, C. D.
Craddock, H. E. Collins, M.
Cylinder, M. Deoer, C. L.
Doughlass, Mrs. M. E. Douglas, Mrs. M. E.
Fay, H. W. Drift Comedy.
Franzese, C. Cheehsiang.
Frapton, G. Chinquiat (2 telegrams).
Givie, H. W. Chumhangchang.
Genahre, J. Chiung.
Gorcke, A. Kongloum.
Giffard, A. V. Kongyuengchang.
Gairford, Mrs. (Two Telegrams).
Gaird, J. E. Kwongchanehong.
Gaiholt, Mrs. Leile Werthman.
Glasius, P. Ridgway, T.
Forest, Miss A. Rennick, Mrs. F.
Fitzsimmons, C. A. Robinson, C.
Fleming, G. Rouch, S. C.
Farr, A. J. M. Raine, Miss P.
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The most simple and efficient machine yet invented for the manufacture of all kinds of Aerated Waters, Lemonade, Fruit Lemonade, Champagne Cyder, &c., &c.

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THE only remedy at present known as an INFALLIBLE and PERMANENT CURE for SPRUE, DYSENTRY, DIARRHEA, HEMORRHAGE and ULCERATION of the BOWELS.

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At a fixed price of \$8 per month per head,

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LADIES' and FAMILY as per Tariff.

ALL ARTICLES DISINFECTED.

SHIRTS, COLLARS and CUFFS glossed by

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Californian Washers Employed. No Coolies

Sleep on the Premises.

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F. G. ALLEN,

Manager.

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[845c]

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LIMITED.

THE Company is now in a position to

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Customers who desire our men to call for their

washing will oblige by addressing the Under-

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BUILDING CONTRACTOR,
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PAIRED. Sanitary Board Notices receive

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STEAM FACTORY ESTABLISHED 1864.
ST. IMIER, SWITZERLAND.

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REPAIRS of WATCHES and CLOCKS

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COMPOSITION RED HAND

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EVERY KIND OF

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ALWAYS IN STOCK

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REASONABLE PRICES.

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MAKERS, JEWELLERS, SILVER

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NAUTICAL INSTRUMENTS.

Agents for Louis Audemars' Watch

awarded the highest Prize at every Exhibition

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CELEBRATED OPERA GLASSES

MARINE CHAISES, and SEPARATES

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REASONABLE PRICES.

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[38]

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TO LET.

N. O. 1, STEWART TERRACE—THE PEAK.

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BLUE BUILDINGS, No. 3, 2nd Floor,

"THE RETREAT," MOUNT VICTORIA.

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THE S/3 A. I. American ship.

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